

# YANKS DRIVE ON IN CHAMPAGNE AS MEUSE-ARGONNE FIGHT IS WON

Continued from Page 1

take the hook of the Essen trench, from which point an intense fire rained the left flank and rear of the Marines, now advanced beyond it. The Americans had so far suffered about 15 per cent casualties, but they had taken some 1,600 prisoners and many machine guns. In the afternoon a detachment of the 5th Marines helped the 21st Division to take the hook of the Essen trench, but a German counter-attack recaptured it and it was not until some time during the night that the French finally secured it and established their line slightly to the north of it.

Despite this delicate situation on the left, the American front at 4 p. m. had again pushed forward toward the road from Orléans to St. Etienne, gaining about a kilometer and a half of ground which was held only with the greatest difficulty because the French attacks the last time had progressed on neither flank and the American front projected in a salient from Meuse-Farm and the hook of the Essen trench. An additional source of trouble in the evening was the discovery of another German center of machine gun resistance in the west edge of the Blanc Mont woods, which as soon as it had been passed, began pouring the flank and rear of the Marine Brigade.

The night of the 3rd-4th was an inferno of fire from every direction, except the rear. The German machine gunners were concentrated in the American line in innumerable places and causing heavy casualties; but they, themselves, in turn, were annihilated as soon as discovered. A renewed advance at 1:30 p. m. of the 4th only gained about 500 meters, owing to the fire from Blanc Mont; so next morning at 6:15 the 2nd Battalion of the 6th Marines, in conjunction with the 15th Infantry (French) on the left, after an hour's artillery preparation assailed the strong point in a whirlwind attack and it, absolutely without loss, was captured. A renewed advance at 10:30 a. m. of the 2nd Battalion of the 6th Marines, on the left, after an hour's artillery preparation assailed the strong point in a whirlwind attack and it, absolutely without loss, was captured. A renewed advance at 10:30 a. m. of the 2nd Battalion of the 6th Marines, on the left, after an hour's artillery preparation assailed the strong point in a whirlwind attack and it, absolutely without loss, was captured.

**Hot Fight for Town**

At 5:30 on the morning of the 6th, another artillery preparation of an hour's duration was delivered, on the heels of which the 23rd Infantry and the 6th Marines assaulted and overran the enemy's line before St. Etienne. The French were on the outskirts of the place, though their line had progressed beyond it on the northwest, and at about 11:30 in the morning, Marine patrols advanced into the town, fighting hot fire from the streets and from machine guns in the cemetery northeast of the town. Through the afternoon, desperate fighting continued, the French being driven out again by counter-barrages and counter-attacks. At dusk it was still No Man's Land. During the night of the 6th-7th, the 36th Division, which had been placed under the command of the Fourth French Army and in support of the 2nd Division, was in part sent into the trenches and war, where many more machine guns were located.

## 1,324 BOCHE TRUCKS HANDLED OVER TO U.S.

### Receiving Commission in Third Army Winding Up Its Work

While peace negotiations go on, and officers and men wrestle with paperwork problems affecting German paraphernalia, the receiving commission is rapidly bringing its affairs to a close at Coblenz. That part of the American Receiving Commission to which the Boche was handing over motor trucks had accepted 1,324 trucks. The U.S. Army's quota was 1,324 trucks. The others accepted were for the Germans, of which 40 were shipped to the States for experimental purposes. The trucks were collected at Sinsg, Herschbach, Montabaur and Coblenz, the last one being accepted March 5—the Americans being the first to have their quotas filled.

**Galaxy of Spare Parts**

The machines had to be in perfect running condition, and if they weren't handed over in that way they went straight back. They were to be handed over in groups of 25 but they actually came across in groups of 12, with so many excess spare parts, this also being in accordance with armistice conditions. And, to give one an idea of how chaotic the Allied went into the business, this spare part business, he noted that there were shipped to Mainz, spare part distributing point, 35 carloads of accessories for the Americans alone. Most of the machines are of the chain drive type. The Third Army is using 25 of them on road work in the occupational area. All the trucks are reconditioned, on front and sides, with glass windows.

## THIRD ARMY WILL PRINT OWN PAPER

**Amaroc News, Regular Four-Page Daily, Starts Next Week at Coblenz**

The Amaroc News, a new Third Army daily newspaper, is scheduled to be launched next Monday. It will be printed at Coblenz, the Army of Occupation headquarters. It is planned to run four pages daily and eight pages on Sundays. The newspaper is now up to the most outlying points of the advanced area on the day of publication.

The paper has been authorized by Maj. Gen. Joseph T. Dickman, commanding general, Third Army, who himself selected the name, "The Amaroc News," out of a list of titles submitted to him. The first issue of the words American Army Occupation. The need for a paper for the Army of Occupation was first brought to the attention of the newspaper, Lieut. Theodore E. Damm has been in charge of organization work, assisted by Lieut. George J. Barnes, of the American Red Cross. Lieut. William J. Corcoran is the editor.

National Guard troops from Texas and Oklahoma, had never been in action before and as it was to receive its baptism of fire on this bitterly contested field of the Champagne, it was not all thrown in at once nor by itself. The regiments of its 71st Brigade were placed in line that night, the 141st Infantry going in on the right in the 141st Division, while the battalions of the 23rd Infantry, while the battalions of the 9th Infantry remained in line alternately with those of the 141st.

On the left, the 142nd Infantry similarly relieved the 5th Marines, while the 6th Marines remained in line. On the right a battalion of the 9th Infantry, on the left a battalion of the 6th Marines, maintained combat liaison with the flanking French divisions, while all the trench artillery and machine gun battalions of the 2nd Division remained in action, the 36th Division having none of its own to substitute.

**142nd's Staggering Losses**

The Marines behind them, together with the French, meantime mopped up and cleared the area. On the right, the 11st Infantry had not been able to make so much progress, and fire from the enemy's positions in its front, striking the 142nd Infantry on the flank at the same time that it received a counter-attack from the northwest, at about 4:30 in the afternoon drove the latter regiment back upon its 2nd Division support.

The fighting was badly confused for a short time, but the situation was restored and the 142nd remained north of St. Etienne, which during the night it relieved the Marine and Infantry holding detachments. During its first day of battle the 142nd Infantry had suffered the staggering loss of 12 officers and 1,175 enlisted men. The day of October 9 was spent in organizing positions and in effecting the relief of the remaining troops of the 2nd Division by those of the 72nd Brigade of the 36th Division. The relief was completed at 3:30 on the morning of the 10th, and the 2nd Division, having lost 4,772 officers and enlisted men killed or wounded and having captured 400 prisoners, was a determining factor in the breaking of the German Champagne front and in the relief of the 142nd Infantry.

**Metz No Haven for Footloose Yanks**

Although the stronghold of Metz was turned over to the French by the enemy last November, it required reinforcements consisting of the Second Army A.P.M. and a detachment of American military police to prevent the city falling into the hands of tourists from the A.E.F. At least this is the reason the M.P.'s give for their presence.

All approaches to Metz are guarded by M.P.'s waiting to receive Americans bent on entering the city. If traveling by auto, the party will be directed to the office of the A.P.M. There they will probably be told how many minutes they have to get out of town. The railway station is closely guarded. Enlisted men arriving by train are not even permitted to leave the station, and are compelled to take the next train out. Officers entering by the same route are allowed to go about the city between trains only.

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PVT. SPIKE RANDALL wears four wound stripes. On the payroll he always has figured as John A., but ever since he first started dispatch riding for C.H.G. in June, 1917, it has been Spike Randall, because of a personal elongation not combined with thickness.

By comparison with the other three happenings, the last injury wasn't very exciting—just a shot of mustard gas at St. Mihiel on September 12. In the course of events of this war, Spike Randall found himself at an embarkation point ticketed for home—compassionate M.O.'s figuring a four-wound-stripe man ought to get a right-of-way or right away if anybody should. But he objected. He bent as low as he could over the stoop-shouldered, short boys near the shell-hole. So Randall went to the hospital again.

On August 2 Randall had his third wound stripe thrust upon him—and with it went a Croix de Guerre. Again his fatal attitude figured in the circumstances. He was driving his motorcycle with dispatches from American headquarters to the French post of command when a Boche airplane swooped down on him like a hawk after a while. He bent as low as he could over the handlebars of his machine and drove

**THE FOURTH MAN WON**

They were having a contest to see who could tell the biggest war lie. "I drew a bead on a Boche airman with a rifle, wireless him 'Hands up,' and made him come down inside our lines," said one. "I whistled like a 75, scattered an enemy machine gun squad, captured the gun and took the whole crew prisoner," said the second. "I sneaked a limousine, ran it to a German camp, held the reins till the C.G. had a message from the Reichstag for him, and brought him back to our regimental P.C.," said the third. "My spirals never came down," said the fourth.

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## PLANT FOR 3RD ARMY COLD STORAGE BEEF

### Gievres and Bassens Have Rival in Bendorf, Up in Germany

All the A.E.F. knows of the 7,500 ton cold storage plant at Gievres which, with the 6,000 ton plant at Bassens near Bordeaux and the 850 U.S.A. refrigerator cars, has made possible the supply of refrigerated beef to the troops of the A.E.F.

The Army of Occupation requires something more than 100 tons of frozen meat daily, which up to the present has been shipped from the Gievres plant direct to Coblenz. But as this required a haul of six days it was decided to ship the meat to a Dutch port and to make shipments by rail in refrigerator cars from that port. To provide a beef reserve it was decided to establish a cold storage plant in the Third Army area, and as there was no existing plant in the area, due largely to the European prejudice against frozen meat, it was decided to install an American one. The site chosen was Bendorf, a little town on the river about 12 kilometers north of Coblenz, during the war a busy river terminal, and now twice as busy, because of the fact that it is the Third Army supply terminus of the Yank line of communications from New York via Rotterdam.

Twenty-seven experienced enlisted mechanics and one officer were sent to Bendorf from the Plant Co. 201 at Gievres and enlisted mechanics and one officer from Refrigerating Plant Co. 501 at Bassens. The necessary equipment, idle since the day of the armistice, and work for the insulation of the building in which the beef was to be stored, were forwarded from Gievres—and on March 4 work really got under way. It was considered a three weeks' job, and everyone conceded that the birds doing it would have to hustle at that.

**Quick Work in Freezing**

Actually, however, on March 21, the machinery was started up and by that night the temperature in the plant stood at ten degrees Fahrenheit. The first shipment of beef from the Holland plant was received March 23, and unloaded into a temperature of zero Fahrenheit at Bendorf.

The capacity of the plant is 800 tons of frozen beef in quarters. The temperature will be maintained during the cool weather at from zero to 15 degrees Fahrenheit, and at from zero to five degrees during warm weather.

The handling of frozen meat in insulated cars, without ice, has to a considerable degree been an A.E.F. development. The U.S. packers did not consider the idea at all practicable. The success of the plan, however, has been found to lie in the low temperature of the A.E.F. storage plants. In this manner the beef itself refrigerates the cars and this has resulted in a big saving in the use of ice for cooling them.

In the case of supply to the Third Army it is the intention to make all shipments from the Bendorf plant, which will insure beef arriving at the railheads in perfect condition.

The Bendorf plant was constructed according to design prepared under direction of the Col. F. Wilson Evans, who was in charge at Washington of plans for the Gievres plant, as well as for a 500 ton plant constructed at Brest. The construction work was carried out under the direction of Capt. John E. Wilson, who also superintended the construction of the Gievres and Bassens plants.

**BAND AND GENERALS  
AT CAPTAIN'S WEDDING**

Four Hundred Enlisted Men Among Guests, Chaplain Ties Knot

A regimental band played the wedding march, two generals, 60 other officers and 400 enlisted men were present as guests. The regimental colors were among the decorations and the regimental chaplain conducted the wedding ceremony when Capt. J. Bradley Dechanty, of the 38th Regiment, 77th Division, and Miss Margaret Rowland, of Racine, Wis., driver for the American Red Cross, were married this week at Broun, in the Le Mans area.

The wedding took place on a terrace in front of a chateau and the guests were grouped in a semicircle while the ceremony was conducted.

Captain Dechanty met Miss Rowland in Paris for the first time while he was on leave from his regiment when it was in the advanced area. When the 77th Division moved to the embarkation center in Le Mans, the American Red Cross personnel official attached to the division received notice that "Driver Rowland" was about to report for duty. The personnel official was surprised, however, when the driver who reported was a young woman. Captain and Mrs. Dechanty will return to the United States with the 77th Division this month.

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